3 January 1979

	MEMORANDUM FOR:	Deputy Director for Administration	
	FROM:	Director of Central Intelligence	
	SUBJECT:	Executive Jet Transport for CIA	
		Q**	
	<ol> <li>I certa</li> <li>Operational airc</li> <li>further:</li> </ol>	inly was impressed by the Study on an Executive/raft. Would you ask them to pursue it just a bit	
a. What would an approximate leasing cost be of something like a Lear Jet 56 or a Jet Star II or a Gulfstream II?		ike a Lear Jet 56 or a Jet Star II or a	
	has a lease	it possible that somebody like NASA already d aircraft which they would be willing to is, we would pick up a proportionate part ase?	
	for the 22 none of the quality, bu people do w time? Perh	t about the 186 surplus or excess aircraft confiscated or seized aircraft. I suppose surplus are likely to be satisfactory in at what do the Drug Enforcement and Customs with confiscated aircraft after a period of aps they are available for an inter-agency nominal or no cost?	
	Customs wha whether the we took one their own b	ald we explore quietly with ERDA, FAA and it kind of leased aircraft they have and by would be interested in sharing a lease if ein short, they already have some leases of out perhaps another quarter or half an aircraft omething they would be interested in?	

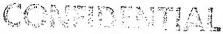
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2. Would you also look at possible cost tradeoffs:

a. e.g., I assume if we had a Gulfstream II, we could dispense with Gulfstream I. What does it cost us per year to run the Gulfstream I?

b. e.g., What have we spent in Fiscal Year 1977 and Fiscal Year 1978 for leased aircraft, i.e., from the USAF?

STANSFIELD TURNER

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